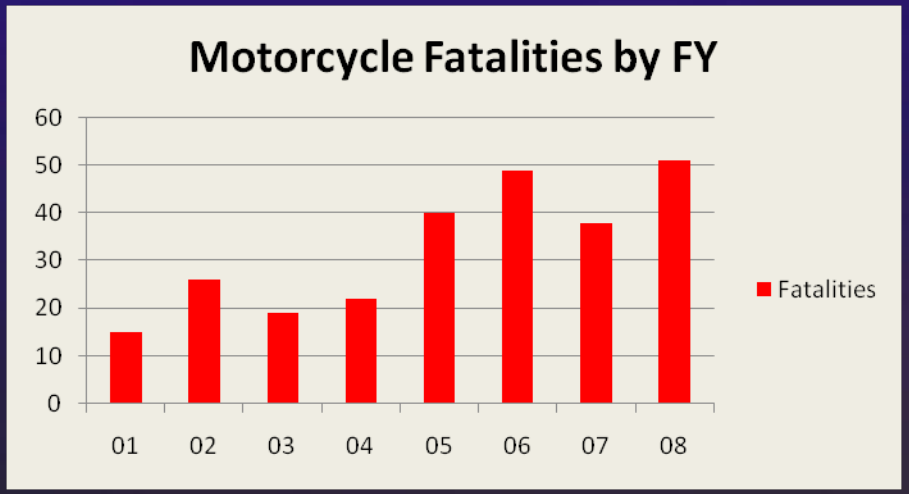
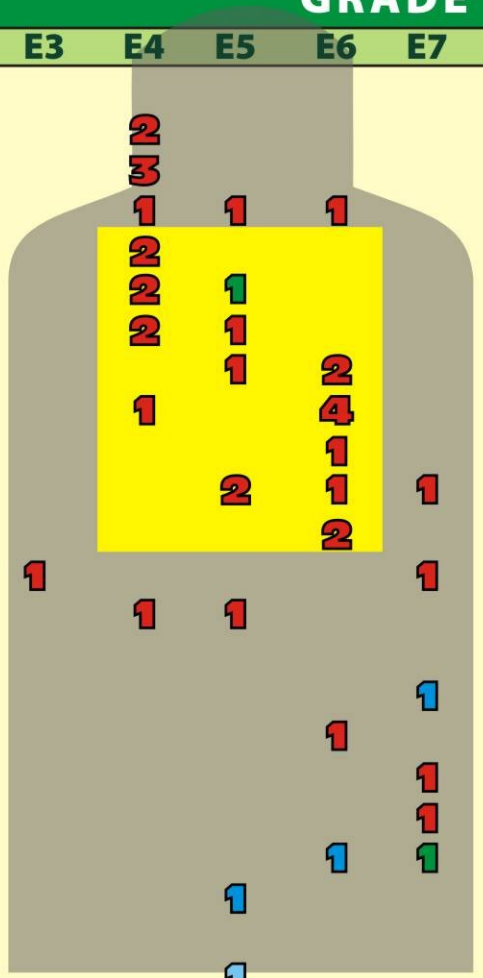
What a Leader needs to know about Motorcycle Safety

Problem

Motorcycling has become increasingly popular in the Army, with an ever increasing number of Soldiers purchasing and riding motorcycles resulting in an increase in motorcycle accidents and fatalities. As accidents increase, leaders must find ways to enhance motorcycle safety within their formations. Motorcycling can be very dangerous, with proper training and preparation we can reduce accidents and make riding motorcycles **fun rather than fatal**.



The Target
Type Motorcycle, Rank and Age – FY08



Sum of Fatal Army Personnel	GRADE												Grand Total
AGE	E1	E2	E3	E4	E5	E6	E7	E8	E9	CW5	O3	O4	
19													1
20	1			2									3
21				3									3
22				1	1	1							3
23				2									2
24				2	1								3
25				2	1								3
26					1	2							3
27				1		4					1		6
28						1							1
32					2	1	1						4
33						2							2
34			1				1						2
35				1	1								2
36												1	1
38							1	1					2
39						1							1
40							1						1
41							1						1
42						1	1						2
46					1								1
50										1			1
55					1			1					2
56									1				1
Grand Total	1	1		14	9	13	6	2	1	1	1	1	51

RED= Sportbike BLUE= Cruiser GREEN= UNK Type

FY08 Motorcycle Fatalities

1 Oct 07 – 30 Sep 08

Deployment History		
Days Since Redeployment	Total	Percent of Total
< 30 Days	1	2
30-90 Days	5	10
90-180 Days	9	18
180-365 Days	5	10
> 365	18	35
No Deployment	11	22
Mid-Deployment	1	2
UNK	1	2
TOTAL	51	100

Cause of Accident	Total	Percent of Total
Speeding, lost control	10	20
Speeding, ran into vehicle	6	12
Ran into vehicle	8	16
Lost control and hit object	12	24
Lost control	5	10
Struck by vehicle pulling into traffic	1	2
Struck by oncoming vehicle	1	2
Struck from behind	1	2
Vehicle pulled out in front of Soldier	5	10
UNK	2	4
TOTAL	51	100

Type of Motorcycle	Total	Percent of Total
Cruiser	7	14
NR	7	14
Sport	37	73
TOTAL	51	100

Violation	Total	Percent of Total
Helmet	13	25
License	12	24
MSF Course	13	28

Pre-purchase Requirements

AR 385-10, Chapter 11-9

b. Motorcycle training.
(1)Prior to operation of any motorcycle, Army personnel will successfully complete a Motorcycle Safety Foundation (MSF) or MSF–based approved motorcycle rider safety course. **Commanders are not authorized to waive or defer the training.**

➢The Experienced Rider Course (ERC) and Military Sportbike Rider Course (MSRC) are not currently required as per AR 385-10. Both courses are offered at installations in CONUS and OCONUS. These courses are designed to provide additional highway safety skills for experienced motorcycle riders. It is highly encouraged that both courses be offered [illegible] training for both new and experienced sportbike [illegible]

Purchasing a Motorcycle? What Leader's Should ask their Soldiers:

Reason's for purchasing a bike:

- Why do you want a bike?
  - pleasure?
  - affordable transportation?

Primary use for your bike?

- Weekends/for enjoyment?
- Trips?
- Commutting to and from work?

Have you determined the overall cost?

- Intitial cost of the bike?
- PPE?
- Insurance?

Purchasing a Motorcycle? What Leader's Should ask their Soldiers:

<u>What level of training have you had?</u>

- Basic Riders Course (BRC)
- Experienced Riders Course (ERC)
- Military Sportbike Riders Course (MSRC)

<u>Finding the right fit:</u>

What Motorcycle is right for you?

- Sport?
- Standard?
- Cruiser?

<u>Personal Protective Equipment (PPE)</u>

- What is the required riding gear?

<u>Prevention of Crashes</u>

- What are you going to do in order to stay accident free?

Street Motorcycles

Touring

Sport

Cruiser

Scooter

Standard

Off-Road Motorcycles

Enduro
(Recreational trail riding)

Motocross
(closed-course competition)

Trials
(low-speed skills competition)

Dual-Purpose (Adventure) Motor

What to look when inspecting a Soldiers motorcycle?

Why do I have to Inspect?

DoDI 6055.4 excerpt:

E3.1.3. The DoD Components may authorize installation commanders to require annual safety inspections of privately owned motor vehicles, regularly operated on the installation, which are not covered by a State inspection program.

AR 385-10 excerpt:

11–8. Unit privately owned vehicle safety inspections
Unit commanders will ensure that unit POV safety inspections are conducted for their Soldiers. Reinspections should be conducted when unsafe conditions are identified. Vehicle inspections should include verification of motorcycle rider training, licensing, and PPE.

What to look when inspecting a Soldiers motorcycle?

What can I use to help me

T-CLOCS℠ Inspection Checklist

MSF MOTORCYCLE SAFETY FOUNDATION®

T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
T-TIRES & WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" = loose spoke	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling.	Front	Rear

https://safety.army.mil/Portals/povmotorcyclesafety/docs/T-CLOCS_Inspection_Checklist.pdf

What PPE should I look for?

What can happen if you don't have the right gear?

PPE, it's worth Every Dime, Every Time!

What's required?

(1) Helmets, certified to meet DOT Standards
Helmets are considered the single most important item of PPE.

(2) Impact or shatter resistant goggles, wraparound glasses, or fullface shield.

(3) Sturdy footwear, leather boots or over the ankle shoes.

(4) A long sleeved shirt or jacket, long trousers, and full fingered gloves or mittens designed for use on a Motorcycle.

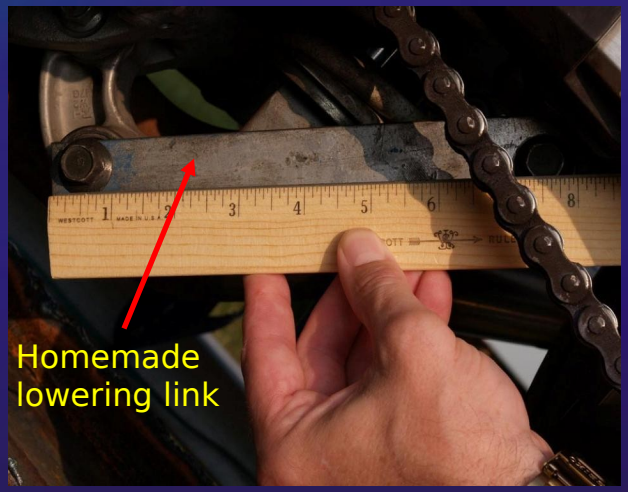
(5) For on–road operations, a brightly colored, outer upper garment during the day and a reflective upper garment during the night.

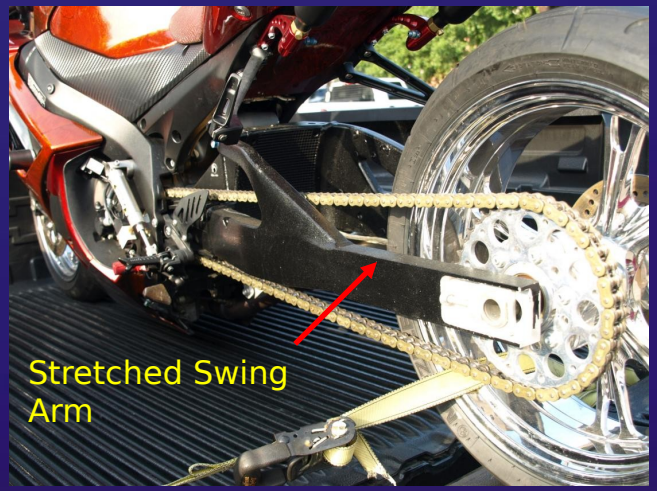
Military uniforms do not meet this criterion.

For additional information ref AR385-10 Chapter 11 para 11-9 d

Modifications to look for?

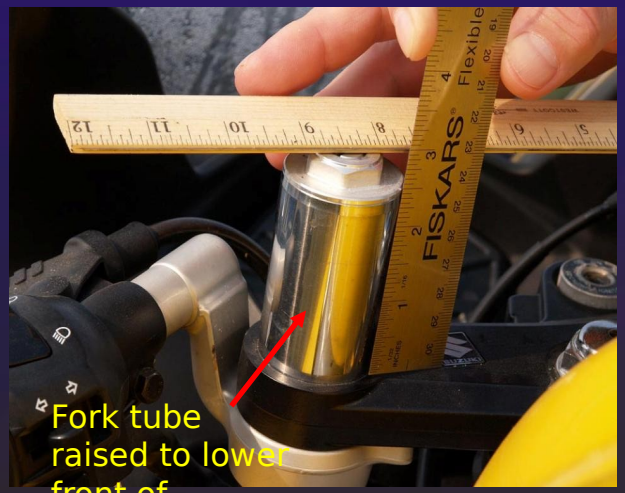
The types of modifications that riders apply to their motorcycles are far to numerous to list. From nitrous bottles, air ride suspensions, to stretched swing arms, there is almost no limit other than money. Unfortunately, many riders do not understand the negative effects of the modification to include degraded handling, accelerated component wear, and the legal ramifications.


Homemade lowering link


Stretched Swing Arm

AMA/PROSTAR legal. This is a safe and practical way to lower the front end of any sportbike with dual calipers. Not intended for street use, drag race use only

Hideaway license plate



Fork tube raised to lower front of

Swing Arm nitrous bottle mounting

Conclusion

Leaders need to ensure their riders understand the requirements to operate their bike both on and off the installation.

Make sure they get the right training.
Wear the right equipment.
Are properly licensed.
Ride within their limitations.
Understand what a modification does to the handling of their bike.

Use the Motorcycle Agreement in the POV Toolbox to establish a rider to leader bond.

Ensure novice riders are paired with more experienced riders in the unit and a member of a Motorcycle Mentorshipo Program (MMP)

If your unit does not have an MMP, form and support one.

Work with the dealers and riding groups in the local community for support and assistance in developing a solid riding program.

Riders as well as Non-riders need to educate themselves on the sport of motorcycling to remain relevant, ready, and safe.